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PRODUCTION OF AIRCRAFT IN THE USSR 1946-61

CIA/RR EP 62-31:L

May 1962

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FOREWORD

This publication updates CIA/RR EP 60-80, Production of Aircraft in the USSR, 1946-59, SECRET, CIA INTERNAL USE ONLY, by presenting historical data on production of aircraft from 1946 through 1961. No interagency coordination has been attempted, and no dissemination of this project outside CIA is planned.

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USSR: Airframe Plants inside back cover

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PRODUCTION OF AIRCRAFT IN THE USSR*
1946-61

This publication compiles estimates of production of aircraft in the USSR from 1946 through 1961 and updates information in previous publications in this series by presenting estimates of production of aircraft by model and by plant for 1960 and 1961 (see Tables 1 through 19**). Revisions of past estimates are incorporated in this publication. Changes in estimates have been made primarily on the basis of [redacted]

25X1B

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* The estimates and conclusions in this publication represent the best judgment of this Office as of 15 April 1962.

** Tables 1 through 19 follow on pp. 3 through 30. For the location of Soviet airframe plants, see the map, inside back cover.

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Table 1

Estimated Production of Bomber Aircraft in the USSR, by Plant and by Number a/
1946-61

Units

Aircraft Model and Plant	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	Total
Heavy jet																	
Bison (M-4)																	
Moscow No. 23								1	1	21	25	33	14	26	23	5	1[illegible]
Heavy turboprop																	
Bear (Tu-95)																	
Kuybyshev No. 18									3	15	24	13					[illegible]
Medium jet																	
Badger (Tu-16)																	
Kuybyshev No. 1									29	150	180	180	140	12			6[illegible]
Kazan' No. 22								5	120	230	240	230	93				9[illegible]
Voronezh No. 64										63	110	47	2				2[illegible]
Total								5	150	450	530	460	230	12			1,8[illegible]
Blinder																	
Kazan' No. 22												1	2	7	18	24	[illegible]
Medium piston																	
Bull (Tu-4)																	
Kuybyshev No. 18				97	230	240	240	170	20								1,0[illegible]
Kazan' No. 22		11	160	200	200	200	170	49									1,0[illegible]
Moscow No. 23	15	15															[illegible]
Total	15	26	160	300	440	440	410	220	20								2,0[illegible]

a. Data are rounded to two significant digits. Totals are derived from unrounded data and do not always agree with the sums of the rounded components.

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Table 1

Estimated Production of Bomber Aircraft in the USSR, by Plant and by Number
1946-61
(Continued)

Units

Aircraft Model and Plant	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	Total
Light jet																	
Beagle (Il-28)																	
Moscow No. 30				45	150	230	300	320	330	120							1,500
Irkutsk No. 39								45	300	360	360	160					1,200
Voronezh No. 64						120	240	330	210								900
Omsk No. 166					57	200	240	240	240	120							1,100
Total				45	210	550	790	940	1,100	600	360	160					4,700
Bosun (Tu-14)																	
Irkutsk No. 39					8	110	180	62									360
Light piston																	
Bat (Tu-2)																	
Moscow No. 23	490	490	490	85													1,600
Irkutsk No. 39		14	200	270	8												490
Omsk No. 166	4	170	360	340	21												890
Total	500	680	1,000	700	29												2,900
Bob (Il-4)																	
Komsomol'sk No. 126	110																110
Buck (Pe-2)																	
Kazan' No. 22	100																100
ER-2																	
Irkutsk No. 39	260	60															320

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Table 1

Estimated Production of Bomber Aircraft in the USSR, by Plant and by Number
1946-61
(Continued)

Units

Aircraft Model and Plant	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	Total
Jet attack																	
Firebar A																	
Irkutsk No. 39															19	91	11[illegible]
Fiston																	
Beast (Il-10)																	
Kuybyshev No. 1	310																31[illegible]
Kuybyshev No. 18	530	530	140														1,20[illegible]
Voronezh No. 64		140	350	260													75[illegible]
Total	840	670	480	260													2,30[illegible]
Total bomber	1,800	1,400	1,700	1,300	680	1,100	1,400	1,200	1,200	1,100	940	670	250	45	60	120	15,00[illegible]

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Table 2

Estimated Production of Fighter Aircraft in the USSR, by Plant and by Number a/
1946-61

Aircraft Model and Plant	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	Total
Piston																	
Fin (La-7)																	
Gor'kiy No. 21	1,100	30															1,100
Ulan-Ude No. 99	180																180
Total	1,300	30															1,300
Frank (Yak-9)																	
Tbilisi No. 31	650																650
Novosibirsk No. 153	670	670	670	290													2,300
Total	1,300	670	670	290													3,000
Fritz/Fang (La-9/11)																	
Gor'kiy No. 21	14	640	1,000	180													1,900
Ulan-Ude No. 99		64	240	250	210	2											770
Total	14	710	1,300	430	210	2											2,600
Yak-3																	
Omsk No. 166	360																360
Saratov No. 292	1,100	280															1,300
Total	1,400	280															1,700

a. Data are rounded to two significant digits. Totals are derived from unrounded data and do not always agree with the sums of the rounded components.

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Table 2

Estimated Production of Fighter Aircraft in the USSR, by Plant and by Number
1946-61
(Continued)

Aircraft Model and Plant	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	Units Total
Yak-15																	
Tbilisi No. 31	30	220															250
Feather (Yak-17)																	
Tbilisi No. 31		4	160	33													200
Flora (Yak-23)																	
Tbilisi No. 31				12	550	370											940
Flashlight A, B, and C (Yak-25)																	
Saratov No. 292									48	260	310	46					670
Flashlight D																	
Saratov No. 292												4		34	75	84	200
Tantail (La-17)																	
Gor'kiy No. 21			14	86													100
Fargo (MIG-9)																	
Kuybyshev No. 1	4	320	72														400

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Table 2

Estimated Production of Fighter Aircraft in the USSR, by Plant and by Number
1946-61
(Continued)

Units

Aircraft Model and Plant	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	Total
Jet (Continued)																	
Fagot (MIG-15)																	
Kuybyshev No. 1			63	710	960	960	960	860	24								4,500
Gor'kiy No. 21				15	420	670	170										1,300
Tbilisi No. 31						53	240										300
Komsomol'sk No. 126					67	730	710	8									1,500
Khar'kov No. 135					45	340	380	23									780
Novosibirsk No. 153				110	820	960	730										2,600
Saratov No. 292				4	420	700	180										1,300
Total			63	840	2,700	4,400	3,400	900	24								12,000
Fresco (MIG-17)																	
Gor'kiy No. 21							260	630	560	51							1,500
Tbilisi No. 31							29	460	660	660	640	200					2,700
Komsomol'sk No. 126							240	920	1,200	1,200	1,200	1,200	380				6,300
Khar'kov No. 135							13	250	360	290	7						920
Novosibirsk No. 153							70	570	780	770	180						2,400
Total							610	2,800	3,500	3,000	2,000	1,400	380				14,000
Farmer (MIG-19)																	
Gor'kiy No. 21									19	250	300	140					710
Novosibirsk No. 153										11	300	470	420	31			1,200
Total									19	260	600	620	420	31			1,900

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Table 2

Estimated Production of Fighter Aircraft in the USSR, by Plant and by Number
1946-61
(Continued)

Units

Aircraft Model and Plant	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	Total
Jet (Continued)																	
Fishbed A, B, and C (MIG-21)																	
Gor'kiy No. 21											2	12	43	73	170	180	480
Tbilisi No. 31											2	2	48				52
Total											4	14	91	73	170	180	530
Fitter																	
Komsomol'sk No. 126											2	3	77	96	96	60	330
Fishpot																	
Novosibirsk No. 153											2	1	65	160	180	180	590
Fiddler																	
Omsk No. 166														1	1	5	7
Total fighter	4,100	2,200	2,200	1,700	3,500	4,800	4,000	3,700	3,600	3,500	2,900	2,100	1,000	390	520	510	41,000

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Table 3

Estimated Production of Transport Aircraft in the USSR, by Plant and by Number a/
1946-61

Units

Aircraft Model and Plant	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	Total
Piston																	
Cab (Li-2)																	
Tashkent No. 84	260	180	390	300	260	320	340	140									2,200
Coach (Il-12)																	
Moscow No. 30	41	250	120	140													550
Colt (An-2)																	
Kiev No. 473						18	250	310	310	310	310	310	310	310	310	140	2,900
Crate (Il-14)																	
Moscow No. 30										6	320	310	100				740
Tashkent No. 84								19	50	43	100	170	35				420
Total								19	50	49	420	480	140				1,200
Creek (Yak-12)																	
Leningrad No. 458									13	230	190	300	290	290	180	59	1,600
Moscow No. 464			92	350	360	360	360	250	25								1,800
Total			92	350	360	360	360	250	38	230	190	300	290	290	180	59	3,300
Shche-2																	
Chkalov No. 47	180	180	120														480
Total piston	480	610	730	790	620	700	950	720	400	590	930	1,100	740	600	490	200	11,000

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Table 3

Estimated Production of Transport Aircraft in the USSR, by Plant and by Number
1946-61
(Continued)

Aircraft Model and Plant	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	Units Total
Jet																	
Camel and Camel A (Tu-104 and Tu-104A)																	
Kazan' No. 22										3							3
Khar'kov No. 135											6	8	24	7			45
Omsk No. 166										1	8	12	20	17	7		65
Total										4	14	20	44	24	7		113
Camel B (Tu-104B)																	
Kazan' No. 22													12	45	38	5	100
Cookpot (Tu-124)																	
Khar'kov No. 135														1	5	15	21
Total jet										4	14	20	56	70	50	20	234
Turboprop																	
Camp (An-8)																	
Tashkent No. 84													18	57	72	53	200
Kiev No. 473											3	2					5
Total											3	2	18	57	72	53	205
Cat (An-10 and An-10A)																	
Voronezh No. 64												2	23	43	36	22	126
Kiev No. 473												4	1				5
Total												6	24	43	36	22	131

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Table 3

Estimated Production of Transport Aircraft in the USSR, by Plant and by Number
1946-61
(Continued)

Units

Aircraft Model and Plant	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	Total
Turboprop (Continued)																	
Cleat (Tu-114)																	
Kuybyshev No. 18												1	4	6	6	6	23
Coot (Il-18)																	
Moscow No. 30												10	33	48	60	62	210
Cub (An-12)																15	15
Tashkent No. 84												1	33	67	36	17	150
Irkutsk No. 39															3	18	21
Voronezh No. 64																	
Total												1	33	67	39	50	190
Coke (An-24)																	
Kiev No. 473														1	1	5	7
Total turboprop											3	20	110	220	210	200	770
Total transport	480	610	730	790	620	700	950	720	400	590	940	1,100	900	890	760	420	12,000

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Table 4

Estimated Production of Trainer Aircraft in the USSR, by Plant and by Number a/
1946-61

Units

Aircraft Model and Plant	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	Total
Piston																	
Mark (Yak-7)																	
Novosibirsk No. 153	720	680	42														1,400
Max (Yak-18)																	
Semenovka No. 116			9	450	720	720	720	680	570	340	360	360	360	360	270		5,900
Khar'kov No. 135			26	740	1,000	10											1,800
Total			35	1,200	1,700	730	720	680	570	340	360	360	360	360	270		7,700
Mink (UT-2)																	
Chkalov No. 47	720	680	42														1,400
Semenovka No. 116	720	720	680	42													2,200
Rostov No. 168	500	600	200														1,300
Total	1,900	2,000	930	42													4,900
Moose (Yak-11)																	
Leningrad No. 272			12	220	350	360	360	360	39								1,700
Saratov No. 292		610	1,500	530													2,700
Total		610	1,500	740	350	360	360	360	39								4,400
Mule (Po-2)																	
Rostov No. 168					240	540	15										790
Kazan' No. 387	860	440															1,300
Moscow No. 464	430	430	75														940
Total	1,300	870	75		240	540	15										3,000
Total piston	4,000	4,200	2,600	2,000	2,300	1,600	1,100	1,000	610	340	360	360	360	360	270		21,000

a. Data are rounded to two significant digits. Totals are derived from unrounded data and do not always agree with the sums of the rounded components.

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Table 4

Estimated Production of Trainer Aircraft in the USSR, by Plant and by Number
1946-61
(Continued)

Units

Aircraft Model and Plant	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	Total
Jet																	
Magnet (U-Yak-17)																	
Tbilisi No. 31		1	140	7													150
Mascot (U-IL-28)																	
Moscow No. 30				6	19	29	38	40	41	15							190
Irkutsk No. 39								6	37	45	45	20					150
Voronezh No. 64						14	31	41	26								110
Omsk No. 166					7	25	30	30	30	15							140
Total				6	26	68	99	120	130	75	45	20					590
Midget (U-MIG-15)																	
Kuybyshev No. 1			8	88	120	120	120	110	3								570
Gor'kiy No. 21				2	56	90	23										170
Ulan-Ude No. 99					2	180	400	400	400	400	290	180	140	60			2,400
Komsomol'sk No. 126					9	98	94	1									200
Khar'kov No. 135					6	45	50	3									100
Novosibirsk No. 153				15	110	130	97										350
Total			8	100	300	670	780	510	400	400	290	180	140	60			3,800
Mantis/Magnum (Yak-32/30)																	
Ulan-Ude No. 99															3	22	25
Total jet		1	150	120	330	730	880	620	530	470	330	200	140	60	3	22	4,600
Total trainer	4,000	4,200	2,800	2,100	2,600	2,400	2,000	1,700	1,100	810	690	560	500	420	280	22	26,000

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Table 5

Estimated Production of Helicopters in the USSR, by Plant and by Number a/
1946-61

Units

Aircraft Model and Plant	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	Total
Hare (Mi-1)																	
Chkalov No. 47									76	170	180	180	180	180	180	180	1,300
Rostov No. 168												11	53	60	60	60	240
Total									76	170	180	190	230	240	240	240	1,600
Hound (Mi-4)																	
Moscow No. 82								20									20
Kazan' No. 387									81	220	240	240	240	240	270	300	1,800
Total								20	81	220	240	240	240	240	270	300	1,900
Hook (Mi-6)																	
Moscow No. 23															7	32	39
Rostov No. 168												1	3	6	10	21	41
Total												1	3	6	17	53	80
Horse (Yak-24)																	
Leningrad No. 272										10	24	24	24	24	24	24	150
Hen (Ka-15)																	
Ulan-Ude No. 99											1	45	70	72	72	40	300
Hog (Ka-18)																	
Ulan-Ude No. 99													8	110	140	140	410
Omega																	
Kiev No. 473		2	120	150													270
Total helicopters		2	120	150				20	160	400	440	500	580	700	770	800	4,600

a. Data are rounded to two significant digits. Totals are derived from unrounded data and do not always agree with the sums of the rounded components.

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Table 6

Estimated Production of Seaplanes in the USSR
by Plant and by Number a/
1946-61

Units

Aircraft Model and Plant	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	Total
Piston																	
Madge (Be-6)																	
Taganrog No. 49/86							13	57	60	60	60	48	24	9			330
Jet																	
Mallow (Be-10)																	
Taganrog No. 49/86													4		8	12	24
Total seaplanes							13	57	60	60	60	48	28	9	8	12	360

a. Data are rounded to two significant digits. Totals are derived from unrounded data and do not always agree with the sums of the rounded components.

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Table 7

Significant Prototype Aircraft and Aircraft Produced in Very Limited Numbers
1946-61

Units

Aircraft	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961
Bombers																
Large (Type 31)						X a/* b/										
Bounder													1	1		1
Blowlamp											3					
Brawny											10					
Boot											1					
Backfin												1	1			
Fighters																
Type 3		X														
Type 4							X									
Type 5						X										
Type 7		X														
Type 8		X														
Type 18				X												
Firebar B															1	2
Faceplate											2	12	36			

* Footnotes for Table 7 follow on p. 18.

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Table 7

Significant Prototype Aircraft and Aircraft Produced in Very Limited Numbers
1946-61
(Continued)

Units

Aircraft	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961
Transports																
Clam (Il-18) c/		X														
Coot (Tu-70)		X														
Cork (Yak-16)			X													
Cooker											1					
Coreat D (Tu-114D)												2				
Cloud (An-14)													5	1	4	4
Helicopters																
Hat (Ka-10)				X												
Harke															1	
Hip															1	
Harp															2	
SKOL Hoop														1		
Reconnaissance																
Mail													4			

a. The designation "X" indicates the year in which the aircraft was sighted for the first time.
b. The model is believed to have been produced in limited numbers.
c. This designation was later assigned to the turboprop transport Coot. The USSR claims that the Clam is a prototype of the Coot.

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Table 8

Estimated Production of Bomber Aircraft, Excluding Initial Spares, in the USSR, by Weight
1946-61

Aircraft Model	Airframe Weight (Pounds)	Airframe Weight Excluding Initial Spares (Thousand Pounds a/) 1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961
Bison (M-4)	103,500								100	100	2,200	2,600	3,400	1,400	2,700	2,400	52
Bear (Tu-95)	83,200									250	1,200	2,000	1,100				
Badger (Tu-16)	47,000								240	6,900	21,000	25,000	22,000	11,000	560		
Blinder	60,000												60	120	420	1,100	1,440
Bull (Tu-4)	48,114	720	1,300	7,600	14,000	21,000	21,000	20,000	11,000	960							
Beagle (Il-28)	16,840				760	3,500	9,200	13,000	16,000	18,000	10,000	6,000	2,700				
Mosun (Tu-14)	17,000					140	1,800	3,100	1,100								
Bat (Tu-2)	11,750	5,800	7,900	12,000	8,200	340											
Bob (Il-4)	6,620	720															
Buck (Pe-2)	6,170	630															
ER-2	6,620	1,700	400														
Firebar A	12,500															240	1,160
Beast (Il-10)	7,250	6,100	4,800	3,500	1,900												
Total		16,000	14,000	23,000	25,000	25,000	32,000	36,000	28,000	26,000	35,000	35,000	29,000	12,000	3,700	3,700	3,100

a. Data are rounded to two significant digits. Totals are derived from unrounded data and do not always agree with the sums of the rounded components.

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Table 9

Estimated Production of Fighter Aircraft, Excluding Initial Spares, in the USSR, by Weight
1946-61

Aircraft Model	Airframe Weight (Pounds)	Airframe Weight Excluding Initial Spares (Thousand Pounds [a])															
		1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961
Fin (La-7)	3,200	4,100	96														
Frank (Yak-9)	3,700	4,900	2,500	2,500	1,100												
Fritz/Fang (La-9/11)	3,800	53	2,700	4,800	1,600	800	8										
Yak-3	2,200	3,200	600														
Yak-15	3,600	110	790														
Feather (Yak-17)	4,300		17	700	140												
Flora (Yak-23)	2,700				32	1,500	1,000										
Flashlight A, B, and C (Yak-25)	10,000									480	2,600	3,100	460				
Flashlight D	11,000												44		370	820	920
Fantail (La-17)	3,300			46	280												
Fargo (MIG-9)	6,100	24	2,000	440													
Fagot (MIG-15)	5,130			320	4,300	14,000	23,000	17,000	4,600	120							
Fresco (MIG-17)	6,500							4,000	18,000	23,000	19,000	13,000	8,900	2,500			
Farmer (MIG-19)	8,000									150	2,100	4,800	4,900	3,400	250		
Fishbed A, B, and C (MIG-21)	7,400											30	100	670	540	1,200	1,300
Fitter	9,000											18	27	690	860	860	540
Fishpot	9,000											18	9	580	1,400	1,600	1,600
Fiddler	34,300														34	34	17
Total		12,000	8,700	8,800	7,400	16,000	24,000	21,000	23,000	24,000	24,000	21,000	14,000	7,800	3,500	4,600	4,600

a. Data are rounded to two significant digits. Totals are derived from unrounded data and do not always agree with the sums of the rounded components.

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Table 10

Estimated Production of Transport Aircraft, Excluding Initial Spares, in the USSR, by Weight
1946-61

Aircraft Model	Airframe Weight (Pounds)	Airframe Weight Excluding Initial Spares (Thousand Pounds a/)															
		1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961
Cab (Li-2)	13,370	3,500	2,400	5,200	4,000	3,500	4,300	4,500	1,900								
Coach (Il-12)	16,000	660	4,000	2,000	2,200												
Colt (An-2)	4,700						85	1,200	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	660
Crate (Il-14)	16,000								300	800	780	6,800	7,700	2,200			
Creek (Yak-12)	807			74	280	290	290	290	200	31	180	160	250	230	230	140	48
Cliche-2	2,595	470	470	320													
Camel and Camel A (Tu-104 and Tu-104A)	53,000										210	740	1,100	2,300	1,300	370	
Camel B (Tu-104B)	55,000													660	2,500	2,100	280
Cookpot (Tu-124)	35,000														35	180	520
Camp (An-8)	30,000											90	60	540	1,700	2,200	1,600
Coat (An-10 and An-10A)	42,000												250	1,000	1,800	1,500	920
Coheat (Tu-114)	100,000												100	400	600	600	600
Coot (Il-18)	43,000												430	1,400	2,100	2,600	2,700
Cub (An-12)	42,000												42	1,400	2,800	1,600	2,100
Cuke (An-24)	16,800														17	17	84
Total		4,600	6,800	7,600	6,500	3,800	4,700	6,000	3,800	2,300	2,600	9,200	11,000	12,000	14,000	13,000	9,500

a. Data are rounded to two significant digits. Totals are derived from unrounded data and do not always agree with the sums of the rounded components.

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Table 11

Estimated Production of Trainer Aircraft, Excluding Initial Spares, in the USSR, by Weight
1946-61

Aircraft Model	Airframe Weight (Pounds)	Airframe Weight Excluding Initial Spares (Thousand Pounds a/)															
		1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961
Mark (Yak-7)	2,540	1,800	1,700	110													
Max (Yak-18)	1,000			35	1,200	1,700	730	720	680	570	340	360	360	360	360	270	
Mink (UT-2)	665	1,300	1,300	620	28												
Moose (Yak-11)	2,500		1,500	3,900	1,900	880	900	900	900	98							
Mule (Po-2)	830	1,100	720	62		200	450	12									
Magnet (U-Yak-17)	4,300		4	610	30												
Mascot (U-Il-28)	16,840				100	440	1,100	1,700	2,000	2,300	1,300	760	340				
Midget (U-MIG-15)	5,130			41	540	1,600	3,400	4,000	2,600	2,000	2,000	1,500	920	690	310		
Mantis (Yak-32)	3,500															10	77
Total		4,200	5,300	5,300	3,800	4,800	6,600	7,300	6,200	5,000	3,600	2,600	1,600	1,100	670	280	77

a. Data are rounded to two significant digits. Totals are derived from unrounded data and do not always agree with the sums of the rounded components.

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Table 12

Estimated Production of Helicopters, Excluding Initial Spares, in the USSR, by Weight
1946-61

Helicopter Model	Airframe Weight (Pounds)	Airframe Weight Excluding Initial Spares (Thousand Pounds [a])															
		1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961
Hare (Mi-1)	2,300									170	390	410	440	540	550	550	550
Hound (Mi-4)	7,550								150	610	1,700	1,800	1,800	1,800	1,800	2,100	2,300
Hook (Mi-6)	32,300												32	97	190	550	1,700
Horse (Yak-24)	18,200										180	440	440	440	440	440	440
Hen (Ka-15)	1,000											1	45	70	72	72	40
Hog (Ka-18)	1,600													13	180	230	230
Omega	1,500		3	180	220												
Total			3	180	220				150	790	2,200	2,700	2,800	3,000	3,200	3,900	5,200

a. Data are rounded to two significant digits. Totals are derived from unrounded data and do not always agree with the sums of the rounded components.

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Table 13

Estimated Production of Seaplanes, Excluding Initial Spares, in the USSR, by Weight
1946-61

Aircraft Model	Airframe Weight (Pounds)	Airframe Weight Excluding Initial Spares (Thousand Pounds a/)															
		1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961
Madge (Be-6)	20,500							270	1,200	1,200	1,200	1,200	980	490	180		
Mallow (Be-10)	30,000													120		240	360
Total								270	1,200	1,200	1,200	1,200	980	610	180	240	360

a. Data are rounded to two significant digits. Totals are derived from unrounded data and do not always agree with the sums of the rounded components.

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Table 14

Estimated Production of Bomber Aircraft, Including Initial Spares, in the USSR, by Weight
1946-61

Aircraft Model	Airframe Weight (Pounds)	Initial Spare Factor b/ (Percent)	Airframe Weight Including Initial Spares (Thousand Pounds a/)														
			1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961
Bison (M-4)	103,500	8								110	110	2,300	2,800	3,700	1,600	2,900	2,600	560
Bear (Tu-95)	83,200	8									270	1,300	2,200	1,200				
Badger (Tu-16)	47,000	8								250	7,400	23,000	27,000	23,000	12,000	610		
Blinder	60,000	8												65	130	450	1,200	1,600
Bull (Tu-4)	48,114	8	780	1,400	8,300	16,000	23,000	23,000	21,000	11,000	1,000							
Beagle (Il-28)	16,840	8				820	3,800	10,000	14,000	17,000	20,000	11,000	6,500	2,900				
Bosun (Tu-14)	17,000	8					150	2,000	3,300	1,100								
Bat (Tu-2)	11,750	8	6,300	8,600	13,000	8,800	370											
Bob (Il-4)	6,620	8	780															
Buck (Pe-2)	6,170	8	680															
FR-2	6,620	8	1,900	440														
Firebar A	12,500	8																
Beast (Il-10)	7,250	8	6,600	5,200	3,800	2,100											260	1,200
Total			17,000	16,000	25,000	27,000	27,000	35,000	39,000	30,000	28,000	37,000	38,000	31,000	13,000	4,000	4,000	3,300

a. Data include production of initial spares and are rounded to two significant digits. Totals are derived from unrounded data and do not always agree with the sums of the rounded components.
b. The weight of the spares that are procured at the same time that the aircraft is procured.

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Table 15

Estimated Production of Fighter Aircraft, Including Initial Spares, in the USSR, by Weight
1946-61

Aircraft Model	Airframe Weight (Pounds)	Initial Spare Factor b/ (Percent)	Airframe Weight Including Initial Spares (Thousand Pounds a/)														
			1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961
Fin (La-7)	3,200	15	4,700	110														
Frank (Yak-9)	3,700	15	5,600	2,900	2,900	1,200												
Fritz/Fang (La-9/11)	3,800	15	61	3,100	5,500	1,900	920	9										
Yak-3	2,200	15	3,600	700														
Yak-15	3,600	15	120	910														
Feather (Yak-17)	4,300	15		20	810	160												
Flora (Yak-23)	2,700	15				37	1,700	1,200										
Flashlight A, B, and C (Yak-25)	10,000	15									550	3,000	3,600	530 51		430	950	1,100
Flashlight D	11,000	15																
Fantail (La-17)	3,300	15			53	330												
Fargo (MIG-9)	6,100	15	28	2,300	500						140							
Fagot (MIG-15)	5,130	15			370	4,900	16,000	26,000	20,000 4,600	5,300 21,000	26,000 180	22,000 2,400	15,000 5,500	10,000 5,700	2,900 3,900	280		
Fresco (MIG-17)	6,500	15																
Farmer (MIG-19)	8,000	15																
Fishbed A, B, and C (MIG-21)	7,400	10											33 20	110 30	740 760	590 950	1,400 950	1,500 590
Fitter	9,000	10											20	10	640	1,600	1,800	1,800
Fishpot	9,000	10														38	38	190
Fiddler	34,300	10																
Total			14,000	10,000	10,000	8,600	19,000	27,000	24,000	26,000	27,000	28,000	24,000	17,000	8,900	3,900	5,100	5,100

a. Data include production of initial spares and are rounded to two significant digits. Totals are derived from unrounded data and do not always agree with the sum of the rounded components.
b. The weight of the spares that are procured at the same time that the aircraft is procured.

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Table 16

Estimated Production of Transport Aircraft, Including Initial Spares, in the USSR, by Weight
1946-61

Aircraft Model	Airframe Weight (Pounds)	Initial Spare Factor b/ (Percent)	Airframe Weight Including Initial Spares (Thousand Pounds a/)														
			1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961
Cab (Li-2)	13,370	8	3,800	2,600	5,600	4,300	3,800	4,600	4,900	2,000								
Coach (IL-12)	16,000	8	710	4,300	2,100	2,400												
Colt (An-2)	4,700	20						100	1,400	1,800	1,800	1,800	1,800	1,800	1,800	1,800	1,800	790
Crate (Il-14)	16,000	8								330	860	850	7,300	8,300	2,300			
Creek (Yak-12)	807	20			89	340	350	350	350	240	37	220	190	300	280	280	170	57
Shche-2	2,595	20	560	560	380													
Camel and Camel A (Tu-104 and Tu-104A)	53,000	8										230	800	1,100	2,500	1,400	400	
Camel B (Tu-104B)	55,000	8													710	2,700	2,300	300
Cookpot (Tu-124)	35,000	8														38	190	570
Camp (An-8)	30,000	8											97	65	580	1,800	2,300	1,700
Cat (An-10 and An-10A)	42,000	8												270	1,100	2,000	1,600	1,000
Cleat (Tu-114)	100,000	8												110	430	650	650	650
Coot (Il-18)	43,000	8												460	1,500	2,200	2,800	2,900
Cub (An-12)	42,000	8												45	1,500	3,000	1,800	2,300
Coke (An-24)	16,800	8														18	18	91
Total			5,000	7,400	8,200	7,100	4,100	5,100	6,600	4,300	2,700	3,100	10,000	12,000	13,000	16,000	14,000	10,000

a. Data include production of initial spares and are rounded to two significant digits. Totals are derived from unrounded data and do not always agree with the sums of the rounded components.
b. The weight of the spares that are procured at the same time that the aircraft is procured.

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Table 17

Estimated Production of Trainer Aircraft, Including Initial Spares, in the USSR, by Weight
1946-61

Aircraft Model	Airframe Weight (Pounds)	Initial Spare Factor b/ (Percent)	Airframe Weight Including Initial Spares (Thousand Pounds a/)														
			1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961
Mark (Yak-7)	2,540	21	2,200	2,100	130													
Max (Yak-18)	1,000	21			42	1,400	2,100	880	870	830	690	410	440	440	440	440	330	
Mink (UT-2)	665	21	1,600	1,600	750	34												
Moose (Yak-11)	2,500	21		1,800	4,700	2,300	1,100	1,100	1,100	1,100	120							
Mule (Po-2)	830	21	1,300	880	75		240	540	15									
Magnet (U-Yak-17)	4,300	21		5	740	36												
Mascot (U-Il-28)	16,840	21				120	530	1,400	2,000	2,400	2,700	1,500	920	410				
Midget (U-MIG-15)	5,130	21			50	650	1,900	4,100	4,800	3,200	2,500	2,500	1,800	1,100	840	370		
Mantis (Yak-32)	3,500	21															13	93
Total			5,100	6,400	6,500	4,500	5,800	8,000	8,800	7,500	6,000	4,400	3,100	2,000	1,300	810	340	93

a. Data include production of initial spares and are rounded to two significant digits. Totals are derived from unrounded data and do not always agree with the sums of the rounded components.
b. The weight of the spares that are procured at the same time that the aircraft is procured.

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Table 18

Estimated Production of Helicopters, Including Initial Spares, in the USSR, by Weight
1946-61

Helicopter Model	Airframe Weight (Pounds)	Initial Spare Factor b/ (Percent)	Airframe Weight Including Initial Spares (Thousand Pounds a/)															
			1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961
Hare (Mi-1)	2,300	20									210	460	500	530	640	660	660	660
Hound (Mi-4)	7,550	20								180	730	2,000	2,200	2,200	2,200	2,200	2,500	2,700
Hook (Mi-6)	32,300	20												39	120	230	660	2,100
Horse (Yak-24)	18,200	20										220	520	520	520	520	520	520
Hen (Ka-15)	1,000	20											1	54	84	86	86	48
Hog (Ka-18)	1,600	20													15	220	280	280
Omega	1,500	20		4	220	260												
Total				4	220	260				180	940	2,700	3,200	3,300	3,600	3,900	4,700	6,300

a. Data include production of initial spares and are rounded to two significant digits. Totals are derived from unrounded data and do not always agree with the sums of the rounded components.
b. The weight of the spares that are procured at the same time that the aircraft is procured.

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Table 19

Estimated Production of Seaplanes, Including Initial Spares, in the USSR, by Weight
1946-61

Aircraft Model	Airframe Weight (Pounds)	Initial Spare Factor b/ (Percent)	Airframe Weight Including Initial Spares (Thousand Pounds a/)															
			1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961
Mange (Be-6)	20,500	8							290	1,300	1,300	1,300	1,300	1,100	530	200		
Mallow (Be-10)	30,000	8													130		260	310
Total									290	1,300	1,300	1,300	1,300	1,100	660	200	260	310

a. Data include production of initial spares and are rounded to two significant digits. Totals are derived from unrounded data and do not always agree with the sums of the rounded components.
b. The weight of the spares that are procured at the same time that the aircraft is procured.

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APPENDIX A

METHODOLOGY 25X1B

The methodology employed in this publication for estimating production of aircraft in the USSR in 1946-61 is based on US experience in the manufacture of aircraft. This methodology utilizes the learning curve; the airframe weight; the man-hours per pound; and, when other information 25X1B is lacking, the estimated plant floorspace. [redacted]

25X1B Identification of the aircraft model in production at a particular plant is based on all available intelligence. [redacted]

25X1B [redacted] In the few instances in which information is not available, the history of production at the plant has been used as an indication of present activity.

The percentage of initial spares used in computing the total weight of airframes produced is based entirely on the experience of the US aircraft industry during World War II. Initial spares are those spare parts which are manufactured in conjunction with the aircraft and which provide the basic stock on hand with the aircraft, in depots, and in the pipeline. Since World War II the US aircraft industry has not kept records of spares by weight. These records are kept only in terms of effort and cost. No information is available concerning Soviet airframe spares. The estimates of percentages of spares used in this publication are considered to be the best that can be derived from the data available. US and Soviet production of aircraft can be compared only on the basis of number and pounds of airframe produced.

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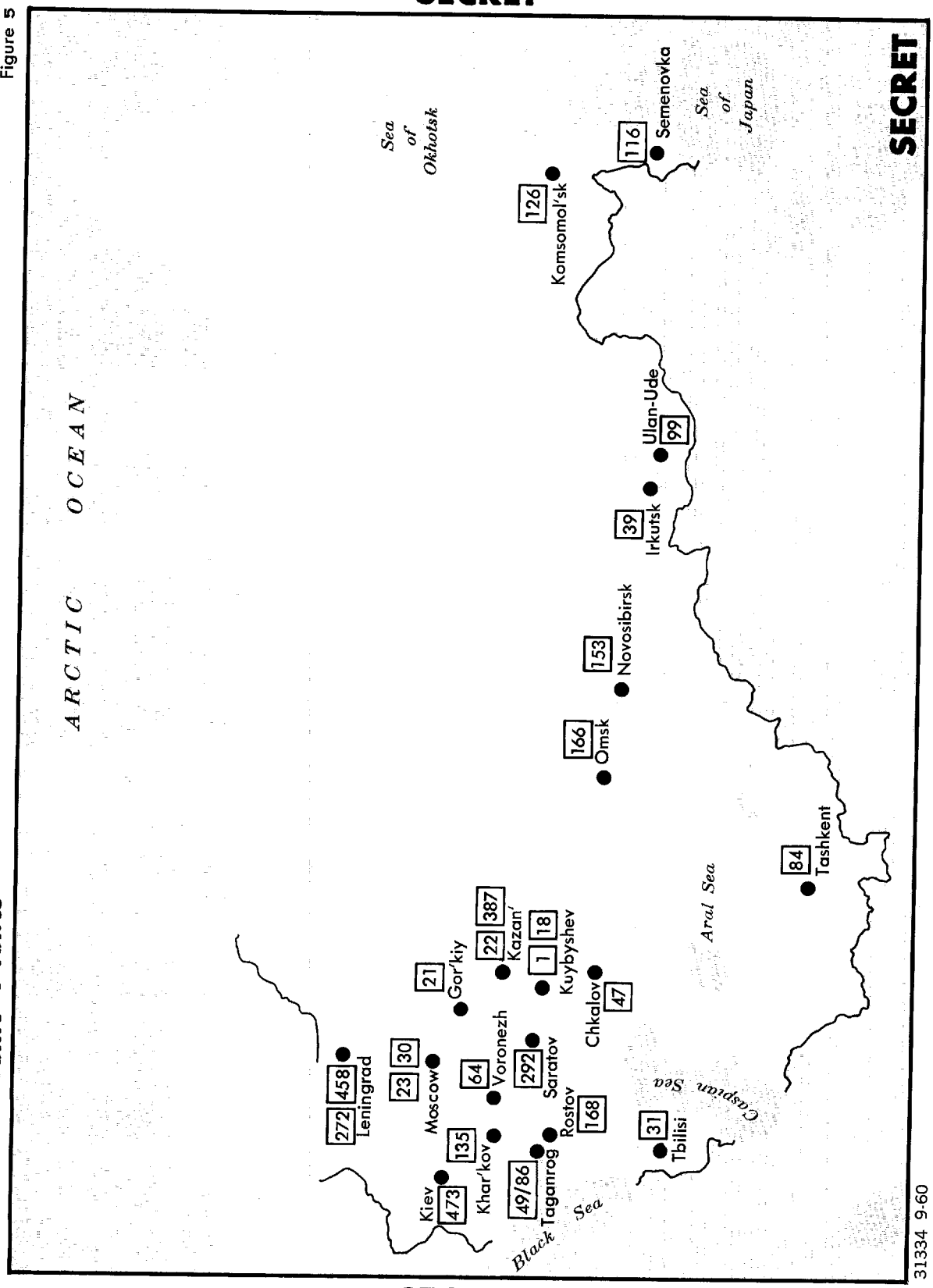
Figure 5

USSR: Airframe Plants



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APPENDIX B

GAPS IN INTELLIGENCE

Aircraft models in production at a few airframe plants in the USSR have not been firmly identified. In these instances, although the available evidence is not firm, the aircraft in production have been identified on the basis of the history of the plant and on sightings made elsewhere in the USSR. In these instances a new model aircraft is believed to be replacing an earlier model in series production.

For the plants east of the Urals, little information is available concerning working shifts, the labor force, or the effort expended on production of aircraft. Intelligence regarding the scale of effort expended on repair of aircraft, on design and experimental work on aircraft, and on production of items other than aircraft at the plants also is lacking.

There is very little evidence concerning the level of efficiency in plants of the Soviet aircraft industry. The acquisition of information of this type is highly desirable.

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